

Table 1
Status of Freeway Enhancements

Freeway Interchange Enhancements				Adjacent Arterial Improvements		
Facility	TI Enhancements	Cost to Mesa	Staff Recommendation	Arterial Improvements	Cost to Mesa	Staff Recommendation
Red Mountain Freeway						
Previous Enhancements	Dual Lefts & Exclusive Rights	\$256,000	Finalize IGA	-	-	-
Recker Rd.	NB dual lefts, wider sidewalk	\$127,500	Proceed	Widen to 4 lanes	-	In place
Power Rd.	None	\$0	N/A	None	\$0	N/A
McDowell Rd.	Dual Lefts & Exclusive Rights	\$600,500	Defer	Widen to 6/4 lanes for 1/2 mile	\$1,875,000	Defer
McKellips Rd.	Dual Lefts & Exclusive Rights	\$1,358,500	Defer	None	\$0	N/A
Brown Rd.	Dual Lefts & Exclusive Rights	\$1,627,500	Defer	6 lanes for 1/4 mile	\$0	Funded by ADOT
University Dr.	Dual Lefts & Exclusive Rights	\$125,000	Proceed	6 lanes for 3/4 mile	\$3,375,000	Defer
Main St.	Dual Lefts & Exclusive Rights	\$125,000	Proceed	None	\$0	N/A
Broadway Rd.	Dual Lefts & Exclusive Rights	\$125,000	Proceed	6 lanes for 3/4 mile	\$3,375,000	Defer
Southern Ave.	Dual Lefts & Exclusive Rights	\$0	Proceed	6 lanes for 3/4 mile	\$3,375,000	Defer
Subtotal		\$4,345,000			\$12,000,000	
Subtotal Minus Deferrals		\$758,500			\$0	
Santan Freeway						
Baseline Rd.	Dual lefts	\$65,750	Proceed	Widen to 6 lanes for 1/4 mile	\$1,125,000	Defer
Guadalupe Rd.	Dual lefts	\$93,500	Proceed	Widen to 6 lanes for 3/4 mile	\$3,375,000	Defer
Elliot Rd.	Dual lefts	\$64,500	Proceed	Widen to 6 lanes for 3/4 mile	\$3,375,000	Defer
Warner Rd.	Funded by ADOT	\$0	N/A	None	\$0	N/A
Hawes Rd.	Dual lefts	\$125,000	Proceed	Widen to 6 lanes for 1 mile	\$384,385	Defer 6, proceed with 2 (\$384,385)
Sossaman Rd.	Funded by ADOT	\$0	N/A	Widen to 6 lanes for 1/4 mile	\$1,125,000	Defer
Power Rd.	Dual lefts	\$0	County	Widen to 6 lanes for 3/4 mile	\$3,375,000	Defer
Hawes Rd. Freeway to Freeway TI	Widen Elliot Bridge with San Tan Project	\$100,000	Proceed	N/A	\$0	N/A
Subtotal		\$448,750			\$12,759,385	
Subtotal Minus Deferrals		\$448,750			\$384,385	
Superstition Freeway						
Stapley Dr.	Six lanes, dual lefts*	Unknown	Contingent on cost	6 lanes for 1/4 mile	\$1,125,000	Defer
Gilbert Rd.	Dual lefts*	\$0	Contingent on cost	None	\$0	N/A
Val Vista Dr.	Six lanes, dual lefts*	Unknown	Contingent on cost	6 lanes for 1/2 mile	\$2,250,000	Defer
Greenfield Rd.	Six lanes, dual lefts	Unknown	Contingent on cost	6 lanes for 3/4 mile	\$3,375,000	Defer
Higley Rd.	Six lanes, dual lefts*	Unknown	Contingent on cost	6 lanes for 1/4 mile	\$1,125,000	Proceed
Power Rd.	In place	\$0	N/A	None	\$0	N/A
Sossaman Rd.	None	\$0	N/A	None	\$0	N/A
Ellsworth Rd.	Six lanes, dual lefts	Unknown	Contingent on cost	6 lanes for 3/4 mile	\$3,375,000	Defer
Crismon Rd.	Six lanes, dual lefts	Unknown	Contingent on cost	6 lanes for 3/4 mile	\$3,375,000	Defer
Subtotal		Unknown			\$14,625,000	
Subtotal Minus Deferrals		Unknown			\$1,125,000	
Total		\$4,793,750			\$39,384,385	
Total Minus Deferrals		\$1,207,250			\$1,509,385	

* Left turn lanes funded with MAG Congestion Mitigation and Air Quality (CMAQ) monies. City to consider funding one additional through lane at TI's, which is not eligible for CMAQ funds.

Table 2 presents a long range transportation financial scenario. While allowing for increases due to inflation, the scenario assumes the following: 1) street operations and maintenance (e.g., traffic engineering, traffic signals, and street sweeping) are held at the 2003/04 funding level; 2) pavement management (e.g., street reconstructions) are held at the 2007/08 level, the last year of the 2003-2008 CIP; 3) projected debt service includes costs for previous projects and projects included in the 2003-2008 CIP; 4) no capital projects are included beyond 2007/08; and 5) projected revenue is based on existing sources.

Based on these assumptions, street program expenditures will exceed revenues by 2009/10, when the annual debt service climbs to \$11 million. Without additional funding, cuts in the current (reduced) operations and maintenance levels will be necessary, and there won't be any City funds available for capital projects.

Table 2
Long Range Transportation Financial Scenario (Current O&M Levels)

Fiscal Year	O&M 2003/4 Level ¹	Pavement 2007/8 Level ²	Projected Debt Service	Total	Projected Revenue ³	Balance
2003/04	24,744,666	4,800,000	3,937,827	28,682,493	33,215,000	4,532,507
2004/05	25,487,006	4,607,500	5,449,755	30,936,761	34,762,000	3,825,239
2005/06	26,251,616	4,292,785	6,378,205	32,629,821	39,381,237	6,751,416
2006/07	27,039,165	4,397,808	7,041,417	34,080,582	40,410,094	6,329,512
2007/08	27,850,340	4,504,439	7,694,080	35,544,420	41,469,817	5,925,398
2008/09	28,685,850	4,639,572	8,298,005	41,623,427	42,561,332	937,905
2009/10	29,546,425	4,778,759	10,966,917	45,292,101	43,685,591	-1,606,510
2010/11	30,432,818	4,922,122	14,433,167	49,788,107	45,657,830	-4,130,277
2011/12	31,345,803	5,069,786	14,433,142	50,848,730	46,874,986	-3,973,745
2012/13	32,286,177	5,221,879	14,430,392	51,938,448	48,128,655	-3,809,792
2013/14	33,254,762	5,378,536	14,452,142	53,085,439	49,419,934	-3,665,505
2014/15	34,252,405	5,539,892	14,432,737	54,225,033	50,749,953	-3,475,081
2015/16	35,279,977	5,706,088	14,429,437	55,415,502	52,119,871	-3,295,631
2016/17	36,338,376	5,877,271	14,430,310	56,645,957	53,530,887	-3,115,070
2017/18	37,428,528	6,053,589	14,429,660	57,911,777	54,984,234	-2,927,543
2018/19	38,551,383	6,235,197	14,447,500	59,234,080	56,481,181	-2,752,899
2019/20	39,707,925	6,422,253	14,442,250	60,572,428	58,023,036	-2,549,391
2020/21	40,899,163	6,614,920	14,426,875	61,940,958	57,696,146	-4,244,812
2021/22	42,126,137	6,813,368	14,444,375	63,383,880	59,274,451	-4,109,429
2022/23	43,389,922	7,017,769	14,430,000	64,837,691	60,900,105	-3,937,586
2023/24	44,691,619	7,228,302	14,432,500	66,352,421	62,574,527	-3,777,894
2024/25	46,032,368	7,445,151	14,436,250	67,913,769	64,299,183	-3,614,586
2025/26	47,413,339	7,668,506	14,436,250	69,518,094	65,758,435	-3,759,660
2026/27	48,835,739	7,898,561	13,586,250	70,320,550	67,578,608	-2,741,942
2027/28	50,300,811	8,135,518	12,332,250	70,768,579	69,453,386	-1,315,193
TOTAL	902,172,318	147,269,569	306,651,693	1,356,093,580	1,298,990,479	-34,500,570

¹ Adjusted to include estimated overhead costs, based on FY03/04 budget.

² FY03/04 to FY07/08 includes pavement reconstruction work not covered by projected bond sales.

³ Includes HURF, HURF Maintenance of Effort, and HURF 3%. Assumes no HURF Maintenance of Effort in FY03/04 and FY04/05.